

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 1 31 Ed 1998 Change No. 29 LAST NM 21/01

Page 156—Paragraph 264, line 3; read:

Vinalhaven Island eastward from the narrows. The cove on Vinalhaven Island just northeast of the east entrance to Leadbetter Narrows is reported to be a good protected anchorage with mud bottom in 5 to 15 feet of water. Leadbetter Narrows ...

(CL 779/01)

26/01

Page 200—Paragraph 647, lines 6 to 10; read:

November 1998-April 1999, the controlling depths were 43 feet in the entrance from the sea to Fort Gorges; thence 27 feet (33 feet at midchannel) to Casco Bay Bridge, thence 26 feet (34 feet at midchannel) to the turning basin, thence 33 feet in the turning basin to the head of the project. Depths of 40 feet were available in Diamond ...

(CL 414/01; CL 1581/00; BPs 169127-29;

CL 178/00; BPs 170339-40) 26/01

Page 200—Paragraph 651, line 4 to Paragraph 652, line 5; read:

Portland, about 0.4 mile northeast of Casco Bay Bridge.

Fore River constitutes the Inner Harbor of Portland. Two bridges cross the deepwater section of the river. The Casco Bay Bridge has a bascule span with a clearance of 55 feet. (See **117.1 through 117.59**, chapter 2, for drawbridge regulations.) The Casco Bay Bridge is often considered to ...

(CL 414/01; CL 1581/00; CL 561/98;

CL 1805/98; CL 513/94) 26/01

Page 213—Paragraph 205; read:

Portsmouth Harbor Coast Guard Station monitors VHF-FM channel 13.

Recommended minimum under-keel clearances for the Port of Portsmouth.—The U.S. Coast Guard, in cooperation with the Navigation Subcommittee of the Maine and New Hampshire Port Safety Forum, has established recommended minimum under-keel clearances for the Port of Portsmouth, in order to prevent groundings and to promote safety and environmental security of the waterway resources of the Port of Portsmouth. The group recommends that all entities responsible for safe movement of vessels in and through the waters of the Port of Portsmouth operate vessels in such a manner as to maintain a minimum under-keel clearance of 3 feet between the deepest draft of their vessel and the channel bottom when transiting Portsmouth Harbor and the Piscataqua River inside Kitts Rock Lighted Whistle Buoy 2KR; a minimum under-keel clearance of 1 foot is recommended at berthing areas.

The Maine and New Hampshire Port Safety Forum, in cooperation with the U.S. Coast Guard Marine Safety Office, Portland, request vessels to follow the **mooring recommendations** for the Piscataqua River listed below.

Recommendation:

Due to the very strong ebb and flood tidal currents on the Piscataqua River and its tributaries, a mooring plan will be

provided by the Portsmouth Pilots upon boarding, for the intended terminal.

Vessels shifting at the dock must only do so during periods of slack water. It is extremely dangerous to attempt to shift a vessel at moorings on the Piscataqua River at any other time and should not be attempted. Masters should be particularly vigilant in minding and tending to their vessel's moorings.

No vessel shall rely solely upon automatic tensioning winches while moored at any facility on the Piscataqua River.

Vessels meeting **all** of the following criteria are recommended to obtain the services of a mooring master while moored on the Piscataqua River. Intentions for obtaining the services of a mooring master shall be included in the vessel's 24-hour advance notice of arrival.

Parameters for mooring master:

Vessels meeting the maximum Length Over All (LOA) for the following terminals:

Portsmouth-Schiller	Sprague Avery Lane	Sprague River Road
621' (189.28 meters)	648' (197.51 meters)	661' (201.47 meters)

Range of Tide: 12 feet (3.66 meters) or greater, as per Boston HW and LW

Vessel draft: Greater than 32 feet (9.75 meters).

NOTE: Vessels meeting the above criteria that do not obtain the services of a mooring master must obtain permission from the U.S. Coast Guard Captain of the Port, Portland, Maine via the vessel agent or the U.S. Coast Guard Marine Safety Field Office, Portsmouth, NH.

All vessels must maintain minimum under-keel clearance of 1 foot while moored at any terminal and 3 feet during transits.

IMO Ship Safety Bulletin 13/95, "Safety of Ships Carrying Solid Bulk Cargoes" provides a checklist for vessels and terminals. The checklist is recommended for use by terminals and vessels conducting bulk cargo transfers on the Piscataqua River. A copy of this checklist can be obtained from U.S. Coast Guard Marine Safety Field Office Portsmouth, NH, the Portsmouth Pilots, or vessel agents.

(CL 1637/00; LL/00; CL 237/01)

26/01

COAST PILOT 1 31 Ed 1998 Change No. 30

Page 164—Paragraph 437, lines 1 to 7; read:

Prominent features.—A cupola on the north shore, several ...

(14/01 CG1; LL/2000; CL 124/2000)

26/01

Page 164—Paragraph 440, line 3; read:

lighted bell buoy. The passage between the ledge and the north shore should ...

(14/01 CG1; LL/2000)

26/01

COAST PILOT 1 31 Ed 1998 Change No. 31

Page 225—Paragraph 484, lines 4 to 13; read:

Harbor at the north end of Gloucester Harbor. In 1997, the controlling depths were 5.8 feet in the dredged section across the bar from Ipswich Bay to Wigwam Point, thence greater depths in the natural channel to Buoy 17, thence 6.3 feet (6.9

feet at midchannel) to Buoy 21, thence 3.4 feet (5.7 feet at midchannel) in the dredged section between Buoys 21 and 23, thence 2.8 feet in the left outside quarter of the natural channel between Buoys 23 and 26 with gradual shoaling to bare in the left inside quarter extending across to the right outside quarter. Above Buoy 26, the controlling depths were 5.3 feet (6 feet at midchannel) to the Route 128 highway bridge, thence 7 feet in the left half and 0.4 foot in the right half of the channel to Buoy 38, thence 2.2 feet (6.1 feet at midchannel) to Western Harbor.

(BPs 174001-10; LL/00; NOS 13281)

26/01

Page 225—Paragraph 486, lines 4 to 8; read:

has been dredged as far as the bridge. In 1997, the entrance had depths of less than 1 foot in the south part, gradually deepening to over 5 feet at the north edge; thence general depths of 5 to 8 feet were available in the middle of the anchorage.

(BP 174008)

26/01

Page 228—Paragraph 17, lines 7 to 12; read:

of Inner Harbor, respectively. In May 2000, the controlling depths were 18.5 feet (20.0 feet at midchannel) in the Inner Harbor entrance channel, thence 16.3 feet (19.2 feet at midchannel) in the south access channel; thence in 1997-April 1999, 15 feet (16 feet at midchannel) in the north access channel; 18 feet in the Harbor Cove entrance channel; thence 12 feet (15 feet at midchannel) in the Smith ...

(CL 331/01; BPs 173536-37; BPs 169101-02;

CL 1305/99; BPs 169586-88; CL 1726/99) 26/01